

Intimations.

ESSETS FLUID
AGAINST THE PLAGUE.

What Pure Carbolic Acid will do in three hours, Essets Fluid will do in nine minutes. The microbe or bacillus of bubonic plague grows readily in artificial media, and is destroyed by Essets Fluid.

(WATKINS, CHOW-SUI). These are important results proving the exceptional power of Essets Fluid, in fact, it is far superior to pure carbolic acid of the same strength.

WATKINS, LIMITED,
CHEMISTS, AERATED WATER MANUFACTURERS,
APOTHECARIES HALL,
No. 68, Queen's Road Central, Hongkong
FACTORY:—Mason's Lane.
WAI KIN TAI YEUK FONG.
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Branches also at
Canton, Shanghai, Hankow and Peking.
Hongkong, 4th February, 1902. [740]

HONGKONG SUBSCRIPTION LIBRARY.

18, Bank Buildings, Wyndham Street.
FOUNDED in 1891, by DR. CANTLIE,
and conducted for several years by
H.E. POLLOCK, Esq., K.C.

TRUSTEES:
HON. J. H. STEWART LOCKHART, C.M.G.,
G. B. DODWELL, Esq.,
R. SHEWAN, Esq.

SUBSCRIPTIONS:—Payable in Advance.
\$7.50.....Per Half Year.
or
\$1.40.....Per Month.

The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date. Intending Subscribers are requested to apply to

CAPTAIN SPENCER,
Hon. Secretary and Treasurer,
Ordinance Office,
Hongkong, 28th December, 1901. [14135]

WILLIAM MACLEOD, D.D.S.,
DENTIST.

Beaconsfield Arcade, Nos. 11 and 12,
2nd Floor. [774]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.
\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [19]

POWELL'S

HAVE THE
LARGEST AND BEST

ASSORTED STOCK

FASHIONABLE GOODS

FOR THE
COMING RACES.

PLEASE CALL AND INSPECT.

Hongkong, 14th February, 1902. [6555]

BANJOS

STEWART AND BAUER'S

"20th Century" and "Thoroughbred"

also

"WASHBURNS."

MANDOLINES, GUITARS,

STRINGS, FITTINGS, REPAIRS.

THE ROBINSON PIANO CO., LIMITED,
Hongkong, Shanghai & Singapore.

Hongkong, 28th January, 1902. [15535]

To-day's
Advertisements.

RACE HOLIDAYS.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business, at 11.45 A.M., on WEDNESDAY, THURSDAY and FRIDAY, the 19th, 20th and 21st instants, respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCHANT BANK OF INDIA, LIMITED,
JOHN THURHURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
L. BERINDOAQUE,
Acting Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,
TARO HODSUMI,
Manager.

For the IMPERIAL BANK OF CHINA,
E. W. RUTTER,
Manager.

For the DEUTSCH-ASIATISCHE BANK,
H. SCHOTTLENDNER,
Acting Manager.

For the RUSSO-CHINESE BANK,
J. W. R. TAYLOR,
Manager.

For the GUARANTY TRUST CO. OF NEW YORK,
N. G. EVANS,
Acting Manager.

Hongkong, 14th February, 1902. [1954]

THEATRE ROYAL,
CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

SMOKING CONCERT,
SATURDAY, the 22nd February, 1902,
at 9.15 P.M.

DRESS CIRCLE TICKETS can be booked from WEDNESDAY, the 19th inst., at the CITY HALL, between the hours of 10 and 4.

Entrance to Ground Floor of the Theatre by Tickets to be obtained at the Door from 8.30 P.M., on SATURDAY, the 22nd inst.

TICKETS \$2 throughout the Theatre.
Hongkong, 14th February, 1902. [1944]

WANTED.

A GENTLEMAN with long experience in Eastern business who is returning to England shortly, would be glad to act as LONDON AGENT for some good China Firm.

Address: "A.B."
C/o The Hongkong Telegraph,
Hongkong, 14th February, 1902. [1964]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.
THE Company's Steamship

"HAICHING,"
Captain Davis, will be despatched for the above Port, on SUNDAY, the 16th inst., at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAK & Co.,
General Managers.
Hongkong, 14th February, 1902. [1934]

NOTICE.

NOTICE is hereby given that HO U TIN has CEASED to be our Comproadore and that no business can be arranged by him on our behalf. Also that no business can be arranged on our behalf by his son HO KWAN SOON or any other of his sons.

All Outstanding Accounts due to us in Hongkong and in Canton should be paid here to us direct.

ABDOOLALLY EBRAHIM & CO.
Hongkong, 6th February, 1902. [1664]

Intimation.



A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841

SPECIALITIES FOR THE SEASON.

PORT & SHERRY,
OF THE FINEST QUALITY AND
VINTAGE.

CHAMPAGNE,
JULES MUMM & Co., a Wine for
Connoisseurs.

**WATSON'S
SCOTCH
WHISKY.**

COGNAC BRANDY,
QUALITY GUARANTEED.

CLARETS,
IMPORTED FROM THE BEST
GROWERS, AND INCLUDING
WINES FROM THE MOST CELEBRATED CHATEAUX.

CONFECTIONERY,
OF THE HIGHEST CLASS IN
GREAT VARIETY. IMPORTED
FROM THE LEADING LONDON
AND PARISIAN HOUSES

CIGARS AND CIGARETTES,
AND SMOKERS' REQUISITES,
&c., &c., &c.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

MARRIAGES.

On the 30th December, at St. John's Church, Holland-road, Kensington, by the Rev. G. Russell Corbett, THOMAS JUDGE, M.A., F.C.S., to AMY ANNE (MAY), daughter of the late Henry N. Velge, of the Straits Settlements, Malacca.

On 22nd January, at Kew Church, London, WALTER CUMMINGS, of Singapore, to FRANCIS ELIZABETH, elder daughter of J. T. Jarrett, Kew Gardens.

The Hongkong Telegraph
HONGKONG, FRIDAY, FEBRUARY 14, 1902.

TELEGRAMS.

SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

THE ANGLO-JAPANESE ALLIANCE.

PRINCE CHING DELIGHTED.

(From Our Own Correspondent.)
SHANGHAI, February 14th.

Prince Ching expresses himself as being delighted at the announcement of the formation of the Anglo-Japanese Alliance for the preservation of the integrity of China and the maintenance of peace in the Far East.

A SET BACK TO RUSSIA.

Prince Ching has informed the Russo-Chinese Bank that he positively refuses to sign the concession for the Peking-Kalgan Railway, for which the Bank had applied on behalf of Russia.

REUTER'S TELEGRAMS.

OBITUARY.
LONDON, February 12th.

The Marquess of Dufferin and Ava is dead.

THE ANGLO-JAPANESE AGREEMENT.

The agreement between Great Britain and Japan is for five years, terminable by one year's notice.

The newspapers are in a chorus of satisfaction, and declare that the agreement makes for peace in the Far East, and that no Power can reasonably object to it. They alluded in flattering terms to the Japanese, and the soldiers and sailors of the two island empires of the East and West.

COTTAM & CO. NEW HATS for the RACES.

Hongkong, 13th February, 1902.

COTTAM & CO. NEW SCARVES and TIES for the RACES.

Hongkong, 13th February, 1902.

COTTAM & CO. THE RAGLAN OVER-COAT for the RACES.

Hongkong, 13th February, 1902.

COTTAM & CO. THE RAGLAN OVER-COAT for the RACES.

Hongkong, 13th February, 1902.

CONTINENTAL OPINION.

The preamble to the agreement between Great Britain and Japan declares that the two countries are actuated solely by a desire to maintain the status quo and general peace, they "being specially interested in maintaining the independence and integrity of China and Korea, and in securing equal opportunities for all nations. The agreement is in six articles, and it provides that if either power is threatened by the aggressive action of another or by disturbances, it shall be admissible for either to take measures to safeguard its interests. The contracting parties will maintain strict neutrality, even should either become involved in war with another power, but will come to one another's assistance in the event of being opposed by more than one hostile power.

Neither country will make any separate arrangement with another power prejudicing the above, and whenever its interests are in jeopardy the two governments will communicate with one another fully and frankly.

AIMED AT RUSSIA.

The Continental newspapers, though recognizing that the agreement between Great Britain and Japan is directed at Russian aggression, regard it as simplifying the situation. They consider the readjusting of the balance of power in such a manner as being favourable to peace, but admit that it enormously strengthens England's position. The certainty that the agreement will command sympathy in the United States is recognized everywhere.

LOCAL AND GENERAL.

TO-DAY is St. Valentine's Day.

COAL IN JOHORE.—Mr. Snow has discovered deposits of coal and asbestos in the Batu Pahat district of Johore.

A GENERAL MEETING of Mercantile Marine Officers will be held at the Connaught House Hotel at 8.30 this evening.

THE BOWLING CLUB are giving a smoking concert to-morrow, and there is every promise of a most enjoyable evening being spent.

RINDERPEST is so prevalent at Malacca that the exportation of cattle from there to Singapore has been forbidden for thirty days from the 27th January.

THE ORDINARY HALF YEARLY MEETING of the shareholders in the Hongkong and Shanghai Banking Corporation will be held at the City Hall at noon to-morrow.

AT BANGKOK, the East Asiatic Company, have now two large electric cranes, 2 tons and 3 tons in weight respectively at work for loading and unloading steamers. This is a new thing there.

A COMING MARRIAGE.—It is reported that Miss Frances Collingbourne, late of the Gaiety and Daly's Theatres, where she played the leading part in "San Toy," is now on her way to Hongkong to wed an officer of the garrison.

SMOKING CONCERT.—The Amateur Dramatic Club, as announced in our advertising columns, will give a smoking concert at the City Hall on Saturday, the 22nd inst. As there is bound to be a big demand for tickets, we should advise our readers to book early.

THE DALLAS COMPANY opened at Shanghai on Saturday last with "The Casino Girl," to a crowded house. Miss Fitzgerald made a decided hit with her dancing, and we are told that "the play grew merrier and the audience better pleased every minute." After the very mediocre shows which have been foisted upon us of late, the arrival of Mr. Dallas and his capital company will be as welcome as the advent of the spring rains—which don't appear anxious to eventuate.

BY KIND PERMISSION of Lieut.-Col. Baillie and Officers, the Band of the 22nd Bombay Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.:

PROGRAMME.
1. Selection....."Little Miss Nobody".....Godfrey.
2. Valse....."Nargenblatter".....Strauss.
3. Polka....."Chimpies".....Farc.
4. Lancers....."Jolly boys".....Williams.
5. Gavotte....."The First Kiss".....Schubert.
6. Selection....."Les Cloches de Corneville".....Planquette.
"God save the King."

CRICKET.—There will be a Cricket Match on Saturday, 15th February, between the R.W.F. and the H. K. C. C. By kind permission of Lieut.-Colonel the Hon. R. Henry Bertie, and Officers of the band of the Royal Welsh Fusiliers will play during the afternoon. The following will play for the Club:—A. G. Ward, A. Mackenzie, W. Dixon, J. A. Woodgates, J. Hooper, Major Wynne, R.A., Capt. Oldham, R.N., Surg. Nimmo, R.N., Lieut. Edmondson, R.A., Lieut. L. Raymond, R.N., A. N. Other.

AN ORCHESTRAL SOCIETY FOR HONGKONG.—It has been suggested that a Society be formed for the practice of orchestral music of a high standard. Mr. H. Moir has kindly consented to assist the Society in the event of its formation; and it is believed that many gentlemen who play orchestral instruments will be glad to support such an effort. A meeting will be held at an early date to elect a committee and decide the time and place of the practices. The probable annual subscription will be \$15, but the rules for the Society will be discussed at the first general meeting. Gentlemen willing to assist in the formation of such a Society are kindly requested to send at an early date their names, and addresses stating what instrument they play, to "Orpheus Orchestral Union," care of Messrs. Lane, Crawford & Co., when they will receive further particulars in due course.

COTTAM & CO. NEW HATS for the RACES.

Hongkong, 13th February, 1902.

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Hongkong, 13th February, 1902.

THE TRANSPORTATION COMPANY OF

New York has shipped to the Philippines twenty-four new steam lighters, each of 200 tons burden, for service in the transportation department.

FOOTBALL.—Hongkong Football Club v. H.M.S. *Terrible*, will play on the Happy Valley to-morrow, the 15th inst. Kick-off at 4.15 p.m. The following will play for the Club:—C. T. Kew, goal; W. H. Russell, and G. B. MacDonald, R.A., backs; L. C. Rees, J. W. C. Bonnar, and L. L. Jenkins, half backs; W. W. Clarke, J. D. Danby, D. W. Graham, J. E. Lee, and A. J. Lowe (Captain) forwards.

SHROFF STEALS OVER \$20,000 FROM THE HONGKONG BANK.

At the Magistrate's this morning before Mr. F. M. Hazeland, Wong Hoi Pang, of Stanley Street, and described as a shroff recently in the employ of the Hongkong and Shanghai Banking Corporation, pleaded guilty to the larceny of \$20,355.61, the monies of the Hongkong and Shanghai Banking Corporation, or of Lau Wai Chun, their compadore, between the 31st January and 12th February. The prisoner was arrested at eight o'clock on Wednesday night by Sergt. Kerr, who went to the Bank and found the accused sitting at his desk. Mr. Hazeland remanded him for a week.

HONGKONG AND WHAMPDOA DOCK COMPANY, LIMITED.

The following is the report of the Board of Directors of the Hongkong and Whampoa Dock Company, Limited, to be presented to the ordinary yearly meeting of shareholders, to be held at the offices of the Company, Queen's Buildings, Victoria, Hongkong, on Monday, the 24th February, 1902.

The shareholders of the Hongkong and Whampoa Dock Company, Limited:—

Gentlemen,—The Directors have now to submit to you their Report, with a Statement of Accounts for the half-year ended 31st December, 1901.

The net profit for the six months, after paying interest due and all charges, amounts to \$645,949.87

to which has to be added the balance brought forward from last

Account.....459,695.15

\$1,105,645.02

and from this have to be deducted—

Directors' Fees.....\$ 10,000.00

Auditors' Fees.....750.00

10,750.00

leaving available for appropriation.....\$1,094,895.02

The Directors recommend that a dividend for the half-year of 10% of \$250,000, and a bonus of 8% of \$200,000, in all \$450,000 be paid to the Shareholders, bonuses of \$20,000 to Contributing Shareholders, and \$25,000 to the European Staff, that \$155,988.36 be written from the value of the Kowloon Docks, \$23,787.07 from the Cosmopolitan Dock, and the balance \$420,119.59 be carried to the new account.

The total tonnage figures of ships of all kinds docked at our yards during the past half year show an increase of 5% on the corresponding half year of 1900. These figures are, for 2nd half 1900, 445,757, and for 2nd half of 1901, 469,375. This increase, however, is more than accounted for by the dockings of heavy war vessels, as merchant vessels' tonnage shows a decline of 4%.

The progress of the erection of the New Engine Shops has been but slow. Electric driven cranes have been put in hand for each of the three divisions of the new building and should be delivered this quarter. Tenders for driving the plant throughout the Yard by Electric Motors are now under consideration.

Recently the anvil block, weighing 100 tons, for the large new Steam Hammer, was successfully cast at Kowloon and is now in position. The erection of the Hammer, &c., will follow and the Dock Co. will then be prepared to deal with the very largest class of forgings.

A plan of the proposed new dock for Kowloon has been in the hands of the Hongkong Government for several weeks. It is understood the question of the sale of the land for the proposed site is still open. It is confidently expected that the present Acting Governor, General Gascoigne, will not allow the conflicting claims of the War and Colonial Offices to stand in the way of the settlement of a matter which is one of great importance not only to this Company but to the Colony generally and that he will very shortly bring this long debated matter to a conclusion satisfactory to all parties concerned.

The Honorable J. J. Keswick, Messrs. J. H. Lewis and E. S. Wheeler having left the Colony, and Mr. P. Witkowski having resigned his seat, the Honorable J. J. Bell Irving, Messrs. H. P. White, G. H. Medhurst and E. Goetz have been invited by the Directors to the vacant seats at the Board. The Honorable C. P. Gater, C.M.G., has been invited to join the Board. These appointments require to be confirmed by the Shareholders at this meeting.

In accordance with clause 71 of the Articles of Association the Honorable J. J. Bell Irving and Mr. E. Goetz retire by rotation, but being eligible, offer themselves for re-election.

Mr D. E. Brown has been appointed Chairman for the year 1902.

AUDITORS.

The accounts have been audited by Messrs. Thomas Arnold and Fullarton Henderson. The Directors recommend the gentlemen for re-election.

R. SHEWAN,
Chairman

Hongkong, 13th February, 1902.

COTTAM & CO. NEW SCARVES and TIES for the RACES.

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after due consideration the King decided that more good would, in the present state of pathological experiment, be derived from the tuberculosis establishment. The chief of the honorary staff, which will include all the lung luminaries, will probably be Sir Douglas Powell, who has always specialised in chest complaints, and who has been attached to the King's household for a long term of years.

A week or two ago I mentioned that an American scientist professed himself able to

POSTHUMOUS DEATH INDEFINITELY.

A French chemist has now arisen who claims to have discovered a satisfactory substitute for air. An apparatus consisting chiefly of two tubes is fixed over the nose and mouth, and the artificial breath is inhaled through one, while the vitiated air escapes by the other. "Oxylite" the English name of M. Joubert's substitute, is a mixture of oxygen and carbonic acid gas, and will sustain life without inconvenience to the user. Presumably lunar research will receive a fillip through this discovery, as all efforts to reach our satellite have hitherto been damped by the fact that even if man succeeded in finding a means to land on the moon, he could not live for more than a minute or so owing to the absence of atmospheres. To two classes of men the invention of oxylite must come as a distinct boon—divers and submariners, whose perilous occupation will lose half their terrors if it became possible for them to dispense entirely with air, and that without inconvenience.

INDUSTRIAL CRISIS. are fast becoming a staple headline in every European newspaper. It is rare indeed to open one's *Times* or *Daily Mail* without encountering a pessimist paragraph relating to industry in some part of the world.

The depression in Germany appears to be an established fact, and our own trade returns for the year just ended, are not quite encouraging for the year begun last week. Our imports and our exports—especially the latter—show a decrease in bulk, which is certainly suggestive of the advent of lean years.

Having dealt with these subjects as they affect this country for many weeks, the English press is now turning its attention to Russia, where the inevitable crisis appears to be very much in evidence. The merchants are urging the adoption of a vigorous protective tariff such as Germany is now seeking to lay upon her own trade with a view—as Britons think—of destroying it. The Czar's Government is, however, too well advised to depart from its established policy of moderate protection—chiefly for revenue purposes, and more especially now, when a closer commercial rapprochement with Great Britain is openly advanced as the programme of Russia. The metal and textile trades seem to have fallen on specially evil days all over Europe, but Russia is apparently the hardest hit. Whether these commercial difficulties will in any way modify the imperious attitude adopted by Russia in her dealings with foreign Powers in China, and in her work of moral suasion with the native Court at Peking is a question receiving attention among China folk at home. The announcement that the Court has actually returned to the capital was received by not a few Anglo-Chinese folk with amused scepticism, but now that it is officially confirmed, deep, but with a restrained satisfaction is expressed. It is realized that, in Peking, Russian emissaries have not that overpowering influence which handicapped all other Powers treating with China, when the Empress Dowager was away inland.

A certain mild interest has attached to the fortunes of LORD ROSSLYN AT MONTE CARLO, where for nearly a fortnight he has been working the famous system, which, like so many others invented in the past, was to enrich not only himself, but also a syndicate of wealthy men who are in part financing the scheme. So far he has done very badly, though a winner on one day. What makes his predicament more annoying is that a friend, not one of the party engaged by Lord Rosslyn to play for him, but acquainted with the working of the plan, has been winning systematically, while the earl himself has been suffering the run of ill-luck. Lord Rosslyn is still sanguine and sociable, which tolerates his eccentricities for the sake of his occasional flashes of originality, is concerning himself just a little in the anticipated recovery of the actor-journalist-gambler-peer. It would, however, have been more interesting had Lord Rosslyn's system proved more expeditiously successful.

LONGMOOR, the costly camp erected on a swamp has, at length after much tinkering at "recommendations" sanitary and engineering, much talk of many experts, and at least a few hours of honest hard work, at the War Office to make a fair show of the botch, been finally and irreversibly condemned. The committee of a proposed workhouse would have settled the matter in a couple of meetings; a private individual would have made up his mind after an hour's contemplation of the site—but of course, the War Office is different. It takes a weary while to convince it of initial error. However, the matter is now so far concluded that the rows and rows of huts erected on the low lying and undrainable land are now being carefully pulled down, just as they were about a year ago carefully erected—that is to say, at the public expense. Thousands of pounds have been expended in obtaining and preparing Longmoor swamp as the site for a vast camp to rival Aldershot. Thirty thousand more will be required for the acquisition of land at Bordon, whether the greater part of the soldier town is to be transferred. There will still remain the further outlay necessary for the preparation of the ground and erection of the huts. It seems probable that the Opposition will see in these items a good opportunity for attack upon the Government when Parliament

meets; and indeed a more inauspicious act of folly than that of purchasing a site and setting up the camp, prior to the dispatch of sanitary engineers to examine into the suitability of the position, is difficult to imagine.

THE BACON-SHAKESPEARE CONTROVERSY is still raging fiercely. Several papers have produced specimens of the dual cipher, with lengthy explanations of the same, including in at least one case, a considerable diagram. A consciousness that Hongkong might be craving for an interpretation of the mystery which is, so the cipher folk say, the greatest literary problem of the century, compelled me to investigate the astounding combinations of letters—both A class and B class (these terms are guaranteed correct, meanings not yet ascertained) by means of which the author of the immortal "Plea for Mercutio" for example, conveyed in some way his own initials, or family motto, or a quotation from his best known work between the words of those noble lines. But I had to give it up, the shibboleth was too difficult for a simple brain. The peculiar thing is just this. A perusal of the London—and even the provincial papers of the last six weeks—will serve to indicate how large a number of people understand the mystery and are really anxious to prove that Shakespeare was Bacon, or some such person. Yet it is difficult—so far as I am concerned impossible—to find a solitary individual who has the faintest conception of the probabilities inherent in the cipher theory—or wants to have. The men and women in the world don't care twopenny about the matter, it is only the eccentric folk who write columns to the *Times* over an impersonal initial, who are making the pathos.

An absolutely new exercise has been evolved by a "Reaffirmer," for the still further

IMPROVEMENT OF LOVELY WOMAN. The Reaffirmer (a profession open to both sexes) had been troubled by the ever increasing demand for something in the nature of a figure-retainer for the lady of uncertain age, and certain charms, but afflicted with a superabundance of adipose tissue on the one hand, or an ungainly lack thereof on the other. In a moment of genius, he be thought himself of an exercise which should meet all requirements, yet needed no outlay in material. It is called the figure see-saw. Upon an ordinary box lay a flat cushion and stretch the body evenly across it so that the head and feet project equally from either end. Then sway the body see-saw fashion ten or twenty times, inhaling deeply before each motion. It sounds easy, it even looks easy, but, once mastered, it is effective, at least it certainly was in the only case I can express an opinion about and that is not first hand. The exercise will probably be introduced at the Health Gymnasiums and that at once "hall-marks" it as physically advantageous. During the rainy season Hongkong might find amusement in painting the lily, to the extent of rendering still more fair and supple the female form divine, by practising the Figure-Beautifier.

JAPAN AND CHINA.

SPOKES IN RUSSIA'S WHEEL.

In view of the recently announced Anglo-Japanese alliance, the following remarks of the Peking Correspondent of the *N. C. D. News* will prove of interest to our readers:—

THE FORESIGHT OF JAPAN.

Japan, the rival in the Far East of Russia, is showing equal foresight. She is succeeding in winning over a large number of the highest officials, and so is preparing for a future Alliance that will make the Yellow Race a Yellow Peril. Viceroy Yuan Shih-k'ai has been granted Tls. 6,000,000 a year to train a new army of 100,000 men. He has already engaged several Japanese officers, and is consulting as to the engagement of more. A foreign-trained army, or rather a Japanese-trained army, has been the one measure that he has urged with most force and greatest approval. In a few years in North China there will be a stronger army than China has ever had, which will be under Japanese guidance and ready to join with a Japanese army, as has never been possible before.

THE FUTURE.

It is hardly likely that China will again make an attempt to drive out all foreigners, but she has not given up her warlike ambition and her antipathy to foreigners. If a China-Japan alliance should develop, China will more likely begin war where she can have the real co-operation—nay leadership—of Japan. The natural direction of such an alliance will be against future encroachments of Russia in Manchuria and Korea. At heart Japan would join with China against the high-handedness of the Catholic Missions and native converts, but it would be hard for the situation to become so bad as to force Japan to enter into a crusade against France or Christians.

CHINA COURTING JAPAN.

The Chinese now look for more advantage from an alliance with Japan than Japan can possibly guarantee. Nevertheless it is more and more apparent that China is now leaning to Japan more than to any other country. Japanese are pressing into Peking and becoming friendly with the Chinese as those from other countries stand no chance of becoming. We have already referred to the large Japanese School where all the instructors, some ten of them, receive no pay from the Chinese, but are supported by the Japanese Government or a Japanese society. They might be termed JAPANESE MISSIONARIES, as they depend for salary, not on China, but on their own people. The Police training school in Peking is likewise in Japanese hands. Prince Ching is as much in favour of using the Japanese as are Viceroy Liu K'un-yi and Chang Chih-tung. The matter of small pay is a great consideration. The political advantage is the other.

THE "GLENGLARY" IN A HURRICANE.

The Glen line steamer *Glenlary* arrived at the harbour direct from Tacoma on the 5th inst. She had a dangerous run across and Captain Stevenson, who is in command, says he has not experienced such severe weather before during his twenty-two years' experience at sea. Considerable damage was done to the vessel and she will probably be delayed there for repairs. The *Glenlary* left Tacoma on January 12th, with about 4,300 tons of cargo case salmon, grain (1,000), and cotton for Kobe (some 900 tons). She had a hundred tons of coal on deck and with this she weathered two gales before encountering the terrific storm which wrought such havoc on board. When the hurricane broke the *Glenlary* was in 17° E. to N. and a half day's steam past the (Aleutian) Islands. That was on the night of the 25th. The hurricane lasted from 5 p.m. to 10.30, when it settled down to a storm, moderating to a whole gale at 3 a.m. on the 26th. The gale lasted all day long. A terrific sea—a true W.S.W. sea—was running. The one redeeming feature was that during the whole 36 hours the sea was as true as a die. But for that there would have been "some missing." Captain Stevenson says he has never experienced such weather during all the years he has been at sea. Two boats were carried completely away, the main deck was sprung, sheep and fowl pens were swept from the deck and casings were damaged. The port life boat was washed clean out of the chocks by one sea, her bottom being stove in. Luckily the ship's Officers and Carpenter (the Chinese members of the crew could not be on deck) managed to secure the life boat and eventually haul her forward again, where she was lashed to the steam crane. Her chocks had been entirely washed away. All this took place in the small hours of the morning (26th). Captain Stevenson speaks highly of the conduct of all his officers and engineers and petty officers during the trying experience. Moderate weather was experienced during the rest of the voyage until the coast of Japan was sighted. Heavy snow was encountered on nearing the northern coast. The first land sighted was Ashishima, about 6 miles off Kinkazau. The earliest confirmation obtained of the belief that land was near was afforded by the sound of a fog horn and very shortly afterwards the Cape loomed up through the fog. This sufficed to give the ship a good point of departure and Inaboye was passed about 2 miles off. The *Glenlary* sighted the steamer *Knight Companion* ashore and steamed within three quarters of a mile of her. She sighted the stranded steamer at 10 a.m. on the 3rd (Monday), and got up to her at noon. The position of the *Knight Companion* is 13 miles N.E. from Iwawadanski, S.E. of Konshu. Seeing no signs of life on board and that the *Glenlary* could render no assistance the ship was headed for Mela Head, signals "C. H." (meaning vessel indicated is ashore) being hoisted on getting up to the lighthouse. "No notice was taken of the signals for an hour," Captain Stevenson states. The ship was then put on her course for Kobe, a fresh gale being met outside. After passing Omaki the wind increased to a whole gale. To avoid the heavy sea the ship was kept close in shore the rest of the voyage.

The *Knight Companion* is heading N.W. and is lying on a sandy bottom, the seas breaking over her decks fore and aft. Nos. 1 and 2 hatches have burst open and the cargo is floating about. Captain Stevenson does not think there is any chance of saving her at this season of the year and the probability is that she will break up in the first S.E. gale.

SIGNS OF THE TIMES.

ANTI-PROGRESSIVES IN POWER.

Writing on the 31st ulto, the Peking Correspondent of the *North China Daily News* says:—

The faction of the Empress Dowager, which brought on the reaction to reform and favoured the assault of 1900, is now supreme. We have already indicated what was the power and the policy of the Empress Dowager. Now it is Yung Lu who is to be congratulated.

Some days ago Yung Lu wrote to each of the Foreign Ministers wanting to know whether it would be acceptable to have him call. Each one gave an affirmative reply. He will now put on his most smiling face and pay his respects to his "very dear friend," the Foreign Ministers, whose Legations he protected.

In harmony with the same insincere spirit of the man, he has memorialised the Throne asking to be relieved of all his offices, and has received a complimentary edict from the Empress Dowager making him out to be the most indispensable man in the Empire. He is by far the most powerful man. He, the Empress Dowager and the eunuch Li are mutual defenders, and altogether they are recovering some of their financial losses.

Whatever may have been the innocence of Yung Lu in relation to the Boxers or direct attack on the Legations, it is certain he was largely responsible for the anti-foreign movement, and that he is favourable to a renewal of such a movement in the near future. The Chinese who know the facts laugh at the idea that he, the Generalissimo, protected the Legations, and still more laugh at his escape from the wrath of the Powers.

The whole diplomatic relationship, whether of the Chinese or of foreign representatives, has an unusual appearance of the unreal and the insincere. This lack of open straightforwardness, of many honesty, in the official life of Peking as directed to foreign affairs forms a rotten basis for reformation.

COTTAM & CO. ENGLISH and AMERICAN SHIRTS, BOOTS and SHOES OF THE RACE.

Entimations.

SANITARY BOARD.

OWNERS of HOUSES situated in the Eastern Division of the City of Victoria and in the Eastern Division of Kowloon who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the period during which the work should be FINISHED ends on the 28th day of FEBRUARY, 1902, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the above named date.

The Eastern Division of the City lies to the East of Garden Road. The Eastern Division of Kowloon is all that part of the Kowloon Peninsula to the East of Robinson Road and includes Hung Hom and part of Tsim-sha-tui.

By Order, G. A. WOODCOCK, Secretary. Sanitary Board Office, 1st February, 1902. [15 d] HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, HONGKONG, TOMORROW, the 15th day of February, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1901.

By Order of the Court of Directors, T. JACKSON, Chief Manager. Hongkong, 14th February 1902. [17 d] HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 1st to the 15th day of February, (both Days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, T. JACKSON, Chief Manager. Hongkong, 14th February, 1902. [18 d] THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

THE EIGHTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, No. 11, Des Vaux Road, VICTORIA, on MONDAY, the 17th February, 1902, at 11 A.M., for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1901, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to 17th February, both Days inclusive.

By Order of the Board of Directors, SHEWAN, TOMES & Co., General Managers. Hongkong, 1st February, 1902. [14 d] HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1902, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from 10th to 24th February, both Days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary. Hongkong, 31st January, 1902. [13 d] THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE THIRD ORDINARY YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the OFFICE of the Company, No. 11, Queen's Buildings, on SATURDAY, the 1st of March, 1902, at 12 o'clock (NOON), to receive a statement of accounts to 31st December, 1901, and the Report of the Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from 15th instant, to 1st March, both Days inclusive.

J. WHEELLEY, Manager. Hongkong, 12th February, 1902. [18 d] HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS. THE THIRTY-THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the OFFICES of the Company, Pedder Street, on THURSDAY, the 6th day of March, 1902, at 12.30 P.M., to receive a Statement of Accounts to 31st December, 1901, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant, to the 5th March, both Days inclusive.

JARDINE, MATHESON & Co., General Managers. Hongkong Fire Insurance Co., Limited. Hongkong, 3rd February, 1902. [17 d] HONGKONG RIFLE ASSOCIATION.

TOMORROW, the 15th instant, there will be a SPOON COMPETITION over the 700 and 800 yards Ranges.

Subscriptions for the Long and Short Range Cups will be received on the Range.

Members are reminded that the Annual Subscription is now due and may be paid on the Range or sent to the Honorary Secretary.

MOWBRAY S. NORTHCOTE, Hon. Secretary. Hongkong, 7th February, 1902. [31] BRITISH NORTH BORNEO.

WANTED. AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state salary required to

DIRECTOR OF PUBLIC WORKS, SARAWAK. 1st February, 1902.



At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

RAINIER BEER

to all others—the whole world has it and likes it.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED. THE HONGKONG DISPENSARY. Hongkong, 13th December, 1901. [19]

INCANDESCENT GAS LIGHT. The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR AUER VON WELSBACH CO., VIENNA, THE INVENTORS OF INCANDESCENT GAS LIGHT. ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS! **KRUSE & Co., CONNAUGHT HOUSE.** 954c]

W. BREWER & Co. NEW by English Mail. Dr. Smith's latest Book, China in Convulsion; 2 vols. 13.00 The Great Mutiny, by Fitchell 1.50

The World's Greatest Pictures, 100 Masterpieces, suitable for Framing, in Portfolio \$14.00 Harry Furniss: Confessions of a Caratist 9.00 Victoria: Her Life and Empire, by The Duke of Argyll 13.00 Very good. Very reasonable in price. Hongkong, 6th February, 1902. [34d]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS AND GENERAL EXPORTERS.

No. 35, Queen's Road Central, Next Door Messrs. LANE, CRAWFORD & Co. Hongkong, 20th November, 1901. [1256c]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cider, &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO. Hongkong, 29th January, 1902. [733c]

Hongkong, 29th January, 1902.

PETER SYS' WONDERFUL SPECIFIC. The only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION OF THE BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1901. [31] HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 19th, 20th and 21st instants. An Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which are being sent out with the Members' Tickets.

All Tickets must be produced to gain admission. T. F. HOUGH, Clerk of the Course. Hongkong, 13th February, 1902. [188d] HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACECOURSE during the Race Day, without Tickets, which can be had on application to the Undersigned.

Apply to "F.E.S." Club, K. Telephone Office.

WANTED. IN KOWLOON, Three Rooms with use of Kitchen and Bathroom; or to share a house. Apply to "F.E.S." Club, K. Telephone Office.

Apply to "F.E.S." Club, K. Telephone Office.

Apply to "F.E.S." Club, K. Telephone Office.

Apply to "F.E.S." Club, K. Telephone Office.

Apply to "F.E.S." Club, K. Telephone Office.

Apply to "F.E.S." Club, K. Telephone Office.

Apply to "F.E.S." Club, K. Telephone Office.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKIAN"	15th February.
CEBU AND LOILO	"KAIFONG"	15th February.
MANILA	"OHANGSHA"	20th February.
SINGAPORE, PORT DARWIN, THURS- DAY ISLAND, COOKTOWN, CAIRUS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"OHANGSHA"	20th February.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.
OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"TYDEUS"	15th February, 1902.
"	"ANTENOR"	18th "
"	"CALIAS"	25th "
"	"WESTOR"	6th - March, "
"	"DARDANUS"	12th "

HOMEWARDS.

FOR LONDON.	DUE
"IDOMENEUS"	18th Feb., 1902.
"AJAX"	4th March, "
"ULYSSES"	15th "
"ANTENOR"	29th "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"TANTALUS"	15th Feb., 1902.
"TYDEUS"	15th Mar., "

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between
HONGKONG AND PORTLAND (OR.)
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

The Steamship "INDRAPURA," will be despatched for PORTLAND (OR.) on or about the 20th February.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.
For Freight, apply to
THE PORTLAND AND ASIATIC STEAMSHIP CO.
Hongkong, 6th February, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN-MARU"	T. Ogata	SUNDAY, 16th February.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 19th February.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	SUNDAY, 23rd February.
FOR FOCHOW	"ANPING MARU"	K. Sudzuki	WEDNESDAY, 26th February.

* VIA SWATOW AND ANOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 12th February, 1902.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, RANGOON,
COLOMBO, ADEN, SUEZ, PORT SAID,
FUME AND TRIESTE.

Taking Cargo at through rates to the BRAZILS,
to SOUTH AFRICA RED SEA, BLACK SEA,
LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"
Captain Mosca, will be despatched as above
on TUESDAY, the 18th February, P.M.
This steamer has capital accommodation for
passengers. Electric light. A doctor is carried.
For information as to Passage and Freight,
apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 28th January, 1902.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"GUTHRIE,"
Captain McArthur, will be despatched as above
on THURSDAY, the 27th instant, at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric-light.
A Stewardess and a duly-qualified Surgeon
are carried.
N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVIGA-
TION COMPANY and vice versa.

For Freight or Passage, apply to
GUTHRIE, WILSON & Co.,
Agents.
Hongkong, 14th February, 1902.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"LAISANG,"
Captain Geo. Payne, will be despatched as
above TO-MORROW, the 15th instant, at
Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 14th February, 1902.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ZAFIRO,"
Captain A. Ramsay, will be despatched for the
above Port, on TUESDAY, the 18th instant,
at 4 P.M.
The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 13th February, 1902.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA SHANGHAI, INLAND SEA OF
JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.
Strathgyle, about Mar. 10

THE Steamship
"STRATHGYLE,"
will be despatched for SAN DIEGO and SAN
FRANCISCO, VIA MOJI, KOBE, YOKO-
HAMA and HONOLULU, on or about the
10th March.

Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.
For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan,
Hongkong, 14th February, 1902.

THE PORTLAND AND ASIATIC STEAMSHIP CO.
[1266c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN-MARU"	T. Ogata	SUNDAY, 16th February.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 19th February.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	SUNDAY, 23rd February.
FOR FOCHOW	"ANPING MARU"	K. Sudzuki	WEDNESDAY, 26th February.

* VIA SWATOW AND ANOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 12th February, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship
"TRIESTE,"
Captain Mitis, will leave for the above places,
on SUNDAY, the 16th instant, at Daylight.
The steamer has capital accommodation for
passengers. Electric light. A doctor is carried.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 7th February, 1902.

TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN
HONGKONG AND MANILA
IN 48 HOURS.

THE Company's well-known Steamship
"ROSETTA MARU,"
3,876 Tons,
will be despatched hence for
MANILA, on or about MONDAY, the 17th
instant, at Noon.
Magnificent accommodation. Comfortable
cabins. Excellent table. Unrivalled speed.
Electric light.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
No. 6, Ice House Street,
Corner of Des Voeux Road, 1st floor.
Hongkong, 7th February, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship
"GLENGARRY,"
Captain J. S. Stevenson, R.N., will be des-
patched as above on WEDNESDAY, the 26th
instant.

For Freight or Passage, apply to
MCGREGOR, BROS. & GOW,
Agents.
Hongkong, 11th February, 1902.

THE COMPANY'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.
REASONABLE PRICES.

SOLE AGENTS FOR
HARTMAN'S RAUJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMAN'S GREY PAINT,
DANIEL'S PATENT MOTOR
LAUNCHES,
&c., &c.

SOLE AGENTS FOR
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.
REASONABLE PRICES.

Intimations.

WORTH A GUINEA A BOX.

**BEECHAM'S
PILLS**

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.
50 CENTS PER BOX.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the
EMPIRE OF CHINA—
WATKINS, LIMITED,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong.

THE NEW FRENCH REMEDY.
THERAPION.

This successful and highly popular remedy,
as employed in the Continental Hospitals by
Ricord, Rosian, Jobert, Velpeau, and others,
combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything
hitherto employed.

THERAPION No. 1, in a few days only,
removes all discharges from the urinary organs,
effectually superseding injections, the use of
which does irreparable harm by laying the
foundation of stricture and other serious dis-
eases. In dysentery, piles, irritation of the
lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this
kind, it will be found astonishingly efficacious,
affording prompt relief where other well-tried
remedies have been powerless.

THERAPION No. 2, for impurity of the
blood, scurvy, pimples, spots, blotches, pains
and swellings of the joints, secondary sym-
ptoms, disease of the bones, sore throat, and all
diseases for which it has been too much a
fashion to employ mercury, sarsaparilla, &c., to
the destruction of the sufferer's teeth and ruin
of health. This preparation purifies the whole
system through the blood, and thoroughly
eliminates every poisonous matter from the
body.

THERAPION No. 3, for nervous exhaustion,
waste of vitality, and all the distressing con-
sequences arising from early error, excess,
residence in hot, unhealthy climates, &c. It
possesses surprising power in restoring strength
and vigour to the debilitated.

THERAPION may be procured of the principal
Chemists and Merchants throughout the
world. Price in England 2/6 and 4/6. In order-
ing, the purchaser should state which of the
three numbers he requires, and observe that the
word "THERAPION" appears on the Govern-
ment Stamp (in white letters on a red ground)
affixed to every genuine package by order of
Her Majesty's Hon. Commissioners, and with-
out which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

**JEYES
FLUID**

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 2nd March, 1902.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central,
Hongkong, 3rd January, 1902.

HONG SING,
8, Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest
Patterns in "Clothes," Cases, and
Ducks. Complete Gentlemen's Outfitting.
Hongkong, 30th August, 1901.

Relieves the scal-
ding pain at once
and
CURES
all discharges from
the genital
urinary or-
gans in either
the male or
female sex in
48 HOURS.
Santal Midy
is a
specific
for
Gonorrhea,
and all
discharges
from the
genital
urinary or-
gans in either
the male or
female sex in
48 HOURS.
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the male or
female sex in
48 HOURS.

NOTICE.

Neither the CAPTAIN nor the AGENTS of the
OVERSEAAS will be RESPONSIBLE for any
DEBT contracted by the Officers or Crew of
the following Vessel during her stay in
Hongkong Harbour:
OVERSEAAS, British ship, 1,100 tons, Order
H.M.S. "OVERSEAAS," American ship, Vanhook,
H.M.S. "OVERSEAAS," American ship, Vanhook,

NOTICE.

THE COMPANY'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.
REASONABLE PRICES.

SOLE AGENTS FOR
HARTMAN'S RAUJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMAN'S GREY PAINT,
DANIEL'S PATENT MOTOR
LAUNCHES,
&c., &c.

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DANIEL'S PATENT MOTOR
LAUNCHES,
&c., &c.

Notices of Firms.

MITSUI BUSSAN KAISHA,
HONGKONG BRANCH.

NOTICE OF REMOVAL.

WE have This Day REMOVED to our
New Premises in PRINCE'S BUILDINGS,
Ice House Street.
MITSUI BUSSAN KAISHA,
Hongkong, 12th February, 1902.

24, BANK BUILDINGS.

I HAVE This Day established myself at the
above Address as MERCHANT and
COMMISSION AGENT under the Style of
JORGE & CO.
F. J. V. JORGE.
Hongkong, 1st February, 1902.

Consignees.

FROM HAMBURG, ANTWERP,
PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ANDALUSIA,"
Captain von Döhren, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned, and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forward unless notice
to the contrary be given before 5 P.M. TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 18th instant, will be
subject to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 18th instant, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 11th February, 1902.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF PEKING,"
The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 12th February, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"CANTON,"
FROM ANTWERP, LONDON, PORT SAID,
SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

From London, &c., ex S.S. *Calcutta*.
Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M. TO-DAY.

Goods not cleared by the 19th instant, at
4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Post Office.

A Mail will close:
 For Canton—Per *Hankow*, to-morrow, the 15th instant, at 7.30 A.M.
 For Bangkok—Per *Tiutian*, to-morrow, the 15th instant, at 9 A.M.
 For Singapore, Penang and Calcutta—Per *Lalung*, to-morrow, the 15th instant, at 10 A.M.
 For Europe, &c., India, via Taitcorin—Per *Paranalla*, to-morrow, the 15th instant, at 11 A.M.
 For Kobe—Per *Hobson*, to-morrow, the 15th instant, at 1 P.M.
 For Macao—Per *Huanghai*, to-morrow, the 15th instant, at 1.15 P.M.
 For Kunchuck and Samshui—Per *Tung-kong*, to-morrow, the 15th instant, at 3 P.M.
 For Shanghai—Per *Loongmoon*, to-morrow, the 15th instant, at 3 P.M.
 For Manila—Per *Sungking*, to-morrow, the 15th instant, at 4 P.M.
 For Swatow, Amoy and Tamsui—Per *Dajin*, to-morrow, the 15th instant, at 5 P.M.
 For Swatow and Shanghai—Per *Huanghai*, to-morrow, the 15th instant, at 5 P.M.
 For Swatow—Per *Haiching*, to-morrow, the 15th instant, at 5 P.M.
 For Canton—Per *Powan*, on Sunday, the 16th instant, at 9 A.M.
 For Canton—Per *Henan*, on Monday, the 17th instant, at 7.30 A.M.
 For Sandakan—Per *Alansang*, on Tuesday, the 18th instant, at 11 A.M.
 For Manila—Per *Zafiro*, on Tuesday, the 18th instant, at 11 A.M.
 For Europe, &c., India, via Taitcorin—Per *Hamburg*, on Wednesday, the 19th instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *City of Honolulu*, on Wednesday, the 19th instant, at 11 A.M.
 For Manila, Singapore, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Thursday, the 20th instant, at 4 P.M.
 For Europe, &c., India, via Taitcorin—Per *Salacia*, on Monday, the 24th instant, at 11 A.M.

OPIUM QUOTATIONS.

Hongkong, 14th February.
 To-day's quotations are as follows:—
 Per chest.
 BENGAL—New Patna@ \$915
 Old Patna@ 920
 New Benares@ 915
 Old Benares@ 920 nom.
 MALWA—New@ \$830
 Last year's@ 940/60
 2 1/2 years' old@ 920/30
 3 1/2 years' old@ 930/40
 Putterford@ 940
 PERSIAN—Superior drug was sold @ 600

RIVER STEAMERS, SCHOONERS, AND LORCHES.

Falshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Honam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Hoi-long, Chinese steamer, 400 tons, Captain Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,955, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.
 Macao and Canton.
Lungshan, British steamer, 1,417, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Saiman, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.
 AILSA CRAIG, British steamer, 2,166, E. Robertson, 12th Feb.—Mojoi 7th Feb. Coal—Mitsui Bussan Kaisha.
 AMARA, British steamer, 1,566, C. J. Matlock, 11th Feb.—Mojoi 7th Feb. General.—Jardine, Matheson & Co.
 ANNA, Austrian steamer, 1,317, R. Stuparich, 8th Feb.—Mojoi 2nd Feb. Coal.—Doddwell & Co. Ld.
 BAIKAL, Russian steamer, 717, Kashkin, 13th Jan.—Manila 9th Jan, Ballast.—Order.
 BYADO, Norwegian steamer, 771, Th. Carlsen, 12th Jan.—Mauritius 10th Dec, and Singapore 3rd Jan, Sugar.—Sander, Wieler & Co.
 CANTON, British steamer, 2,164, C. F. Lockstone, R.N.R., 14th Feb.—London and Singapore 4th Feb. General.—P. & O. S. N. Co.
 CARL DIETRICHSEN, German steamer, 774, H. Bendixen, 6th Feb.—Haiphong 3rd Jan, and Hoihow 5th Feb. General.—Jensen & Co.
 CHANGSHA, British steamer, 1,463, T. Moore, 9th Feb.—Kobe 31st Jan, and Mojoi 3rd Feb. General.—Butterfield & Swire.
 CHOWTAT, German steamer, 1,115, A. Müller, 12th Feb.—Bangkok 4th Feb. Rice.—Butterfield & Swire.
 CHWNSHAN, British steamer, 1,282, F. E. Ferris, 11th Feb.—Saigon 6th Feb. General.—Bradley & Co.
 CITY OF PEKING, British steamer, 3,128, J. T. Smith, 11th Feb.—San Francisco 10th Jan, and Shanghai 9th Feb. Mails and General.—P. M. S. S. Co.
 DAIJIN MARU, Japanese steamer, 899, T. Ogata, 13th Feb.—Amoy and Swatow 12th Feb. General.—Mitsui Bussan Kaisha.
 DAPINE, German steamer, 1,291, E. Schipper, 1st Feb.—Swatow 31st Jan, Ballast.—Siemssen & Co.
 DORIS, Norwegian steamer, 965, K. Jacobsen, 9th Feb.—Mojoi 2nd Feb. Coal.—Order.
 ERICA, German steamer, 1,217, Th. Zindel, 20th Jan.—Singapore 12th Jan, General.—Jensen & Co.
 FAUSAT, British steamer, 1,410, T. A. Mitchell, 12th Feb.—Kutchinotzu 7th Feb. Coal.—Jardine, Matheson & Co.
 HAKATA MARU, Japanese steamer, 3,816, P. L. Sommer, 13th Feb.—Singapore 4th Feb. General.—Nippon Yusen Kaisha.
 HANG SANG, British steamer, 1,356, S. Wilde, 27th Jan.—Swatow 26th Jan, General.—Jardine, Matheson & Co.

HINSANG, British steamer, 1,337, P. M. D. Lake, 6th Feb.—Mojoi 31st Jan, Coal.—Jardine, Matheson & Co.
HOP SANG, British steamer, 1,338, H. Roopie, 5th Feb.—Hongkong 3rd Feb. Coal.—Jardine, Matheson & Co.
KAIYONG, British steamer, 1,044, G. H. Pennefather, 7th Feb.—Cebu via Amoy 1st Feb. Hemp and Sugar.—Butterfield & Swire.
KEONGWAI, German steamer, 1,115, A. von Riegen, 11th Feb.—Bangkok 2nd Feb. General.—Melchers & Co.
KONG BENG, German steamer, 862, W. Müllermann, 7th Feb.—Bangkok 30th January, General.—Butterfield & Swire.
KVARVEN, Norwegian steamer, 1,576, J. Kanity, 5th Feb.—Mojoi 30th Jan, Coals.—Butterfield & Swire.
LAI SANG, British steamer, 2,225, G. Payne, 8th Feb.—Calcutta 23rd Jan, and Singapore 1st Feb. General and Opium.—Jardine, Matheson & Co.
LOONGMOON, German steamer, 1,245, R. Schuldt, 13th Feb.—Canton 13th Feb. General.—Siemssen & Co.
MAUSANG, British steamer, 1,644, W. D. Welsh, 30th Jan.—Sandakan 23rd Jan, Timber and General.—Jardine, Matheson & Co.
NANSHAN, British steamer, 1,299, H. N. Holton, 6th Feb.—Sourabaya (Java) 24th Jan, General.—Bradley & Co.
ORO, British steamer, 1,399, W. Smith, 5th Feb.—Singapore 20th Jan, General.—Doddwell & Co. Ld.
PETRAKCH, German steamer, 1,352, H. Uecker, 20th Dec.—Labuan 12th Dec, Sugar.—Sander, Wieler & Co.
SALAMANCA, British steamer, 883, J. H. Anderson, 16th Dec.—Mojoi 9th Dec, Coal.—Bradley & Co.
SANDAKAN, German steamer, 1,374, A. Brandstetter, 7th Feb.—Sandakan via Portis 1st Feb, Timber and General.—Melchers & Co.
SUNGKIANG, British steamer, 1,021, Outerbridge, 9th Feb.—Cebu 4th Feb. Sugar and Hemp.—Butterfield & Swire.
TAICHOW, German steamer, 826, W. Rehner, 10th Feb.—Bangkok 27th Jan, Rice.—Butterfield & Swire.
TAI FU, German steamer, 1,065, H. Martens, 8th Feb.—Bangkok 31st Jan, Rice and General.—Tung Kee.
TAKSANG, British steamer, 977, W. P. Baker, 12th Feb.—Mojoi 7th Feb. Coal.—Jardine, Matheson & Co.
TRITOS, German steamer, 1,030, H. Clausen, 11th Feb.—Saigon 6th Feb. Rice and Rice-meal.—Kong Fat.
TSINTAU, German steamer, 1,006, J. Sanders, 5th Feb.—Bangkok 28th Jan, Rice.—Butterfield & Swire.
TVR, Norwegian steamer, 1,418, D. W. Danielsen, 12th Feb.—Mojoi 6th Feb. Coals.—Doddwell & Co. Ld.
YUNNAN, British steamer, 1,206, W. Benson, 9th Feb.—Barry 21st Dec, Coal.—Butterfield & Swire.

Sailing Vessels.

DUNSLAW, British barque, 531, Nichol, 30th Jan.—Cardiff 28th Aug. Coal.—Admiralty.
HERZOG JOHANN, Austrian steamer, 1,000, J. A. Herberich, German schooner, 70, Andersen, 10th October.—Manila 6th Oct. General.—Master.
IVY, American ship, 1,181, Stilton, 30th Jan.—Molodan 15th Nov. Timber.—Order.
LOTIAN, Italian bark, 678, Borzo, 24th Jan.—Callao 10th Nov. Sugar.—Carlowitz & Co.
LUCIA, British bark, 640, A. Andersen, 19th Jan.—Rajang (Borneo) 22nd Dec, Timber.—Sander, Wieler & Co.
MATUYA MARU, Japanese schooner, 121, Doch, 27th Jan.—Manila 20th Jan, Ballast.—Master.
NIOLA, Norwegian bark, 649, Cardain, 3rd Jan.—Freemantle, Wash and Australia 21st Oct, Sandalwood.—Order.
NORMA, German bark, 1,921, F. Rowell, 18th Jan.—Cardiff 23rd May, Coal.—E. A. Trading Co.
SHERKA MIRANDA, British ship, 1,740, A. Macdonald, 2nd Feb.—Cardiff 25th Sept, Fuel.—Admiralty.
VALE OF DOON, British bark, 659, J. Petersen, 16th Dec.—Rejang 18th Nov, Timber.—Sander, Wieler & Co.
WEST YORK, British bark, 706, W. S. Forster, 20th Dec.—Callao 10th Oct, Ballast.—E. A. Trading Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, February 14th, 1902.
Alacrity, despatch vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easlake, Hongkong.
Albatross, 1st-class battleship, 12,900 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewett, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Newchwang.
Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starin, Shanghai.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Wei-hai-wei.
Asura, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.
Aurora, 1st-class cruiser, 5,500 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., en route Singapore.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. F. H. Henderson, C.M.G., Amoy.
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.
Briton, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander E. H. Martin, Singapore.
Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. Comdr. E. A. Baird, Hongkong.
Cressy, 1st-class cruiser, 12,000 tons, Capt. Tudor, cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Singapore.
Editha, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. R. H. S. Stokes, Hongkong.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., cruising.
Erk, coast defence gunboat, 353 tons, 3 guns, 200 i.h.p., Lieut. Comdr. W. Forbes, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., Lieut. and Comdr. C. Mackenzie, D.S.O.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Comdr. Beaty Pownall, Canton.
Glory, 1st-class flagship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. A. Carter, Singapore.
Gallia, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.
Hari, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davidson, Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. R. W. White, R.N., Hongkong.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Hongkong.
Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Comdr. C. P. Mansel, Hongkong.
Phantia, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Hankow.
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. A. H. Oldham, Hongkong.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.
Planer, 1st class gunboat, 435 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. Waits Jones, en route Singapore.
Rambler, surveying ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.
Redpoll, 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. F. Corbett, Singapore.
Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. Comdr. G. L. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Wei-hai-wei.
Sandwich, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt. Comdr. M. Lockhart, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 i.h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lt. Comdr. W. O. Lyne, Hongkong.
Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 9,000 i.h.p., in reserve.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., in reserve Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut. Comdr. Watson, Kiating.
Woodark, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut. Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8, 15, 36, 37 and 38, 1st-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 970 tons, Captain Heinrich, Singapore.
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossum, Swatow.
Leopard, Austrian cruiser, 1,568 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambach, Shanghai.
Piet Hein, Dutch cruiser, 8 guns, 3,600 tons, 4,730 i.h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 530 tons, Captain Mello, Macao.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons (twin screw), 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vsevolodsky, at Tientsin.
Alona, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.
Bobry, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donskoy, Russian armoured cruiser, 6,000 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, Singapore.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Seredrennikoff, at Taku.
Gremiatshy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.
Koreytz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmanoff, at Taku.
Manchur, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayadnoff, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Onyany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Shanghai.
Petrofavlousky, Russian battleship, 12,000 tons, 22 guns, 13,500 h.p., Capt. Grevalis, at Nagasaki.
Polstava, Russian battleship, 10,900 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosita, Russian armoured cruiser, 12,300 tons, 14 guns, 14,500 h.p., Capt. Demojoff, at Nagasaki.
Rodzyanski, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Kernussky, at Hongkong.
Rurik, Russian battleship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Melousky, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Nagasaki.
Sissoi Veliky, Russian battleship, 8,800 tons, 14 guns, 8,500 h.p., Capt. Tarassoff, at Manila.
Slavutich, Russian gunboat, 950 tons; twin screw, 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Suzdalzore, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Singapore.
Voloch, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Nagasaki.
Vsadinik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Roguliy, at Taku.
Zabinka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruiff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Furel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Tantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kasaka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kia, Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.
Naryn, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Nyuvorinsk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Andromeda, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 10 knots.
Slach, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skat, Russian torpedo boat, 350 tons, Captain Smitow, at Shanghai.
Skorpiun, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sotchi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Sterlat, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 23 knots.
Ussur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexieff.
 * Flagship of Rear-Admiral F. V. Dubossol.
 * Flagship of Rear-Admiral Keounoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,830 tons, 8 guns, Comdr. von Basewitz, at Saigon.
 * *Friedrich*, German flag ship, 6,665 tons, 36 guns, Capt. Friederich, at Singapore.
Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Geier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.
 * * *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.
Hela, German despatch vessel, 2,000 tons, 12 guns, Capt. Kampold, at Woosung.
Hertha, German cruiser, 5,600 tons, 30 guns, Capt. Derewsky, at Saigon.
Ilia, German gunboat, 900 tons, 10 guns, Lieut. Comdr. Shumer, at Shanghai.
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Amoy.
 * *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzenhoff, at Woosung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daghhardt, at Shanghai.
Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schacht, at Amoy.
Tigra, German gunboat, 950 tons, 10 guns, Comdr. von Miltzsch, at Canton.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. Flutrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Beudemann.
 * Flagship of Rear-Admiral Geissler.
 * * Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut. Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Bache, Saigon.
Bergat, 2nd class despatch-boat, Lt. Comdr. De La Croix de Castries, at Nagasaki.
Bugeaud, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 i.h.p., Capt. Defèvre, at Shanghai.
Chasteloup Laubais, 2nd-class cruiser, 3,725 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, en route Saigon.
Comet, gunboat, 600 tons, Capt. Louët, at Canton.
Decadet, gunboat, 640 tons, Capt. Leamey, at Fakhof.
 * *D'Entrecasteaux*, 1st class cruiser, 9,000 tons, 16 guns, 13,500 i.h.p., Capt. D. du Four, Tonkin.
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Capt. L. de Saune, at Saigon.
Eure, Dispatch-transport, Captain Vallée, at Saigon.
Friant, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.
Kerirant, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Becue, en route Saigon.
Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.
Slys, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Domessaur, at Hongkong.
Vigier, gunboat, 400 tons, Captain G. del Villeneuve, at Fochow.
 * Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,430 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, U.S. cruiser, 9,215 tons, Capt. Comdr. C. Todd, en route Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Com. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.
Celilo, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forre, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culpeper, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut. Comdr. A. Mette, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling ship, 1,750 tons, 3,300 h.p., Capt. J. J. Meany, at Manila.
Isla de Luzon, U.S. gunboat, 1,339, Comdr. J. V. B. Blecker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. P. Nazro, at Manila.
Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 12 guns, 3,000 h.p., Capt. F. P. Gilmore, at Hongkong.
Monaca, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.
Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Shanghai.